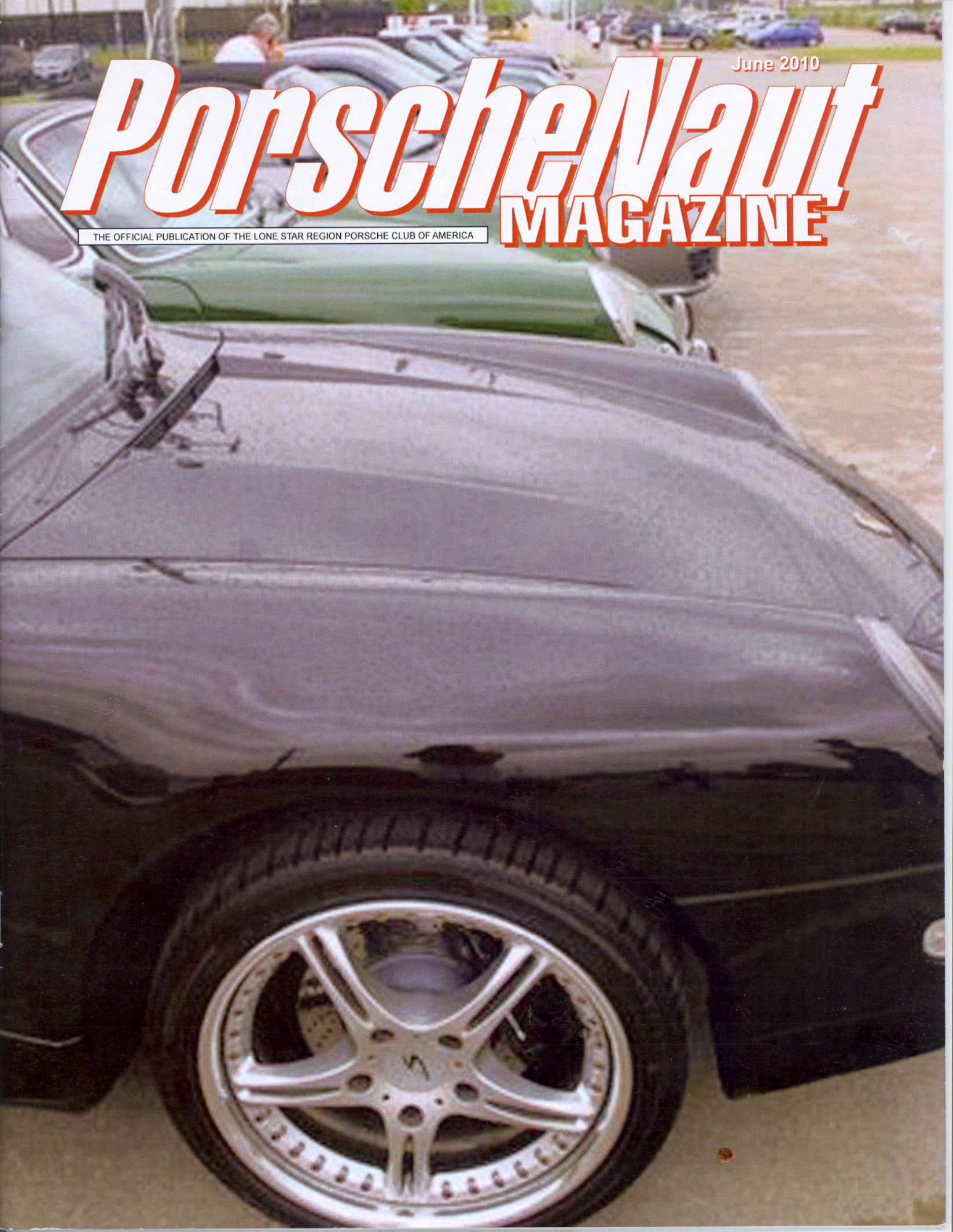


June 2010

PorscheVault MAGAZINE

THE OFFICIAL PUBLICATION OF THE LONE STAR REGION PORSCHE CLUB OF AMERICA

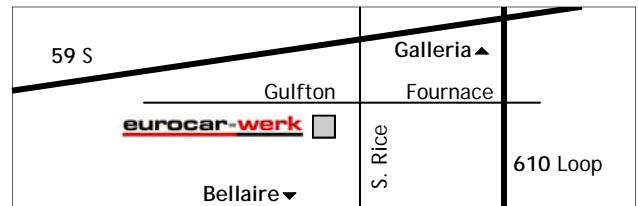




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Cover shot: A rainy "Show and Shine" at the West Side Tennis and Fitness Club Charitable event.Photo: Lynn Friedman

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On My Mind: Lynn Friedman, President

What do you know about your Porsches pedigree?

It doesn't take an appearance on the Jerry Springer Show and DNA testing to recognize family similarities within the Porsche family. The trademark shape of the 911, of almost any generation, is recognizable to the most car-challenged among us. Throw a mid-engine, or even front one in there, and still, most folks recognize the marque.

When I first got the Boxster in 1998, I began checking out her kinfolk on the road. At first, it seemed like every late model Porsche I saw on the road *was* a Boxster, until they passed me or I saw them go by me in the rear view mirror. It would take closer glance (and look at the rear end) that would show most were not Boxsters. The 986 Boxster has the same bonnet, front wings, and distinctive 'fried-egg' headlight units as the 996, so identifying an oncoming Porsche presented challenge. Face to face with 996 on the road coming towards me, well, heck, it just looked like the front of my own car. A lot has changed since then, and both Boxster and 911 have taken on some different facial attributes. Yet they continue to share the same genes.

Through the years, I have been able to identify more and more Porsches by model, and some of the things

that are unique to each particular car, but I still have a long, long way to go. I stand in admiration of fellow LSR members who can spew forth the most detailed information about Porsches, whether they have owned them or not. "Oh, I see you have a '78 SC, that was the first year that 16" wheels and tires were offered as an option for the normally aspirated 911 and the cooling fan had eleven blades instead of 5 as in the '78".

Attending a Concours is a great way to learn about your car's relatives. Comparing different models side by side and speaking with their owners is a great way to experience the family tree. There are several great books on Porsche ancestry, but one in particular has been a great primer for me.

"The Porsche Family Tree, Porsche Models from 1948 to 1995." I had been planned to order this from PCA for several years, and finally got one of those "round to its" and got it. And I am ever glad I did. Published by the PCA, it is a concise reference guide and very user friendly. A lot of information is packed into 40 pages. There are thumbnail sketches of every model, with year-to-year changes, engine and chassis numbers. It is also easy on the wallet. If you want to know more about your cars family tree (at least up to 1995), this is a great start.

Lynn Friedman

"The Porsche Family Tree, Porsche Models from 1948 to 1995."

The booklet is available through PCA Executive Office for 5.00 plus 2.00 shipping and handling. P.O. Box 1347, Springfield, VA 22151, 703-321-2111



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June 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	★ 2	3	4	★ 5
6	7	8	9	10	11	12
★ 13	14	★ 15	16	17	★ 18	★ 19
★ 20	21	22	23	24	25	★ 26
★ 27	28	29	30			

- 2 Board Meeting
- 5 Coffee and Cars, Uptown Square from 8:30 to 10:30 am
- 12 PCar GTG (S) - 8:30 am at Paradise Coffee in Clear Lake City
- 12-13 LSR DE at TWS
- 15 Registration Closes for Porsche Parade 2010
- 18 Porschenistas - Ladies Networking
- 19 Car GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 19-20 Alabama Reg. Summer DE event at Barber Motorsports Park in Birmingham
- 26 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall
- 27 BMW Autocross at Houston Police Academy

July 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	★ 3
4	5	6	★ 7	8	9	★ 10
★ 11	12	13	14	15	★ 16	★ 17
18	19	20	21	22	23	★ 24
25	26	27	28	29	30	31

- 3 Coffee and Cars, Uptown Square from 8:30 to 10:30 am
- 3-8 2010 Porsche Parade in Pheasant Run Resort, Illinois
- 7 Board Meeting
- 10 LSR PCA Autocross at Houston Police Academy
- 11 PCar GTG (S) - 8:30 am at Paradise Coffee in Clear Lake City
- 16 Porschenistas - Ladies Networking
- 17 PCar Car GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 24 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall

You're a Member of PCA – Now Get with the Program!

OK, you may have been to an LSR DE, done a tour, displayed your car at a concours, or joined one of the get-togethers for coffee on Saturday morning, but there is a whole world of PCA activities out there, and there are three great PCA adventures waiting for you this year:

PORSCHE PARADE, July 3rd – 9th at the Pheasant Run Resort in St. Charles, Illinois. An entire week of Porsche immersion with concours, rallies, touring, autocross, seminars, and social activities. Registration is now open and more information can be found at

- <http://parade2010.pca.org/default.htm>



TOURAPOLOOZA

August 6th – 8th at the Keystone Resort, Keystone, Colorado. If you

missed the Parade at this location last year, you can join this event hosted by Zone 9 and reprise the outstanding tours of the Rocky Mountains around this

venue, plus several meals and lodging in the heart of the mountains. More information and how to sign up at

- http://lsrpca.com/linked_docs/misc_events/1008%20Tourpalooza%20Ad%20-%20Zones.pdf



PCA ESCAPE, September 9th – 12th at the Sun Peaks Resort in British Columbia, Canada – a low-stress high-fun alternative to Parade; a weekend of non-competitive events and activities in a Porsche-friendly locale with driving tours, social activities, a show-and-shine concours and fine cuisine amidst the local culture. More information and how to sign up at

- <http://www.pcaescape2010.com/>



Note – if any of these are too far to drive, consider shipping your car to the event. Contact the webmaster at web@lsrpca.com for information.



It's NOT Louisiana!

Looking for something to do over the holidays? How about making plans to attend the annual Porsche Parade in 2010 being held at the Pheasant Run Resort from July 3 - 8. The host is the Milwaukee Region, and the Pheasant Run Resort is in St. Charles, Illinois, which is 40 miles west of the Windy City (that would be Chicago).

The Porsche Parade is an annual gathering of PCA members from across the US and from several foreign countries. Last year the Parade in Keystone, Colorado, attracted nearly 2,000 attendees, who drove 650 Porsches from as far away as Alaska. St Charles is approximately 1,000 miles away – a comfortable two day drive through East Texas, Arkansas, along the Missouri-Tennessee border, and across Illinois.

For 2010, we would like to organize a group from the Lone Star Region to take part in the Parade. You can participate in the Concours, Rally, Autocross, Tech Quiz, or one of the many other events, including the driving tours that will take place. You could volunteer to assist with some of these events. Or you can just be there for the activities and banquets, visit with representatives from Porsche, tire manufacturers, and other vendors of Porsche parts in the display area, or just stay a few days and take this opportunity to do some touring of your own before heading home.

On-line Registration will open on March 9th, 2010, and preliminary information is available at <http://parade2010.pca.org/>. You will get an e-mail notice from PCA, and there will be announcements in the Panorama as March approaches.

If you think you might be interested, drop a note to the webmaster at (lsrweb@earthlink.net), and he will make sure you get an update on the Region's plans.

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Porsche Automotive News

Porsche 911 GT2 RS - Most Powerful, Street Legal Porsche Ever

Ultimate 911 extracts 620 ultra-efficient, twin-turbocharged horsepower from 3.6 liters; dramatically improved power-to-weight ratio and increased fuel economy

ATLANTA - May 12, 2010 - The time: seven minutes, 18 seconds on the Nürburgring-Nordschleife. The power: 620 hp. The weight: 3,020 lb (1,370 kilograms) in road trim with all fluids on board. The car: the new 2011 Porsche 911 GT2 RS.

90 More Horsepower, 154 lbs Less Filling

The latest 911 is the fastest and most powerful road-going sports car ever built in the history of Porsche. With horsepower (hp) up by 90 and weight down by 154 lbs (70 kilograms) in comparison with the previous 911 GT2, the new 911 GT2 RS has a power-to-weight ratio of just 4.9 lbs (2.21 kg) per horsepower, by far the best power/weight ratio in its class. These are the ideal ingredients for an ultra-high-performance sports car with supreme agility and truly blistering performance on the road. Perfectly illustrating Porsche Intelligent Performance, the 2011 GT2 RS achieves a reduction of approximately 5 percent for both fuel consumption and CO2 emission reduction when compared with the previous 911 GT2.

The 3.6 liter six-cylinder boxer engine features two variable turbine geometry turbochargers and provides power to the rear wheels exclusively through a six-speed manual gearbox. Equally impressive stopping power comes from Porsche Composite Ceramic Brakes (PCCB).

Unique Tires, One of a Kind Performance

New tires were specifically developed for the 911 GT2 RS and measure 245/35 ZR 19 at the front and 325/30 ZR 19 at the rear, delivering cornering performance to match the straight-line speed. Extreme cornering dynamics are ensured by the setup of the springs, Porsche Adaptive Suspension Management (PASM), unique anti-roll bars, specific engine mounts and recalibrated Porsche Stability Management (PSM), whose stability and traction control functions can be switched off individually.

The combined effect of these developments is evident on the racetrack. In fact, the ultimate 911 accelerates from 0-60 in 3.4 seconds, boasts a top-track speed of 205 mph

and laps the famed Nürburgring-Nordschleife racetrack in just 7 minutes and 18 seconds.

Carbon Fiber, Limited Production

In its looks, the new 911 GT2 RS stands out clearly from the other 911 models through the lavish use of carbon-fiber-reinforced (CFR) components with a matt-black surface finish, even wider wheels (including flared wheel arches at the front), new light-alloy wheels with central locking and "GT2 RS" model designations on the doors and rear lid. Matte-finish carbon also graces the redesigned front spoiler lip and the 3/8th of an inch (10 mm) taller rear spoiler lip - which both enhance aerodynamics and provide extra downforce.

The interior of the 911 GT2 RS also exudes sporting performance in virtually every detail. Lightweight two-piece bucket seats made of carbon-fiber-reinforced plastic are standard, as are lightweight door panels with fabric straps instead of traditional door handles. The basic interior color is black, which contrasts with red elements, such as the seat center sections, the roof lining and segments of the steering wheel rim. The gearshift and handbrake lever are also finished in red alcantara.

Limited to just 500 units worldwide, the 911 GT2 RS will be available in the U.S. October 2010 and will have a MSRP of \$245,000. The GT2 RS is making its world debut at the Moscow Auto Show on August 25th 2010.



Photo courtesy of Porsche Cars North America



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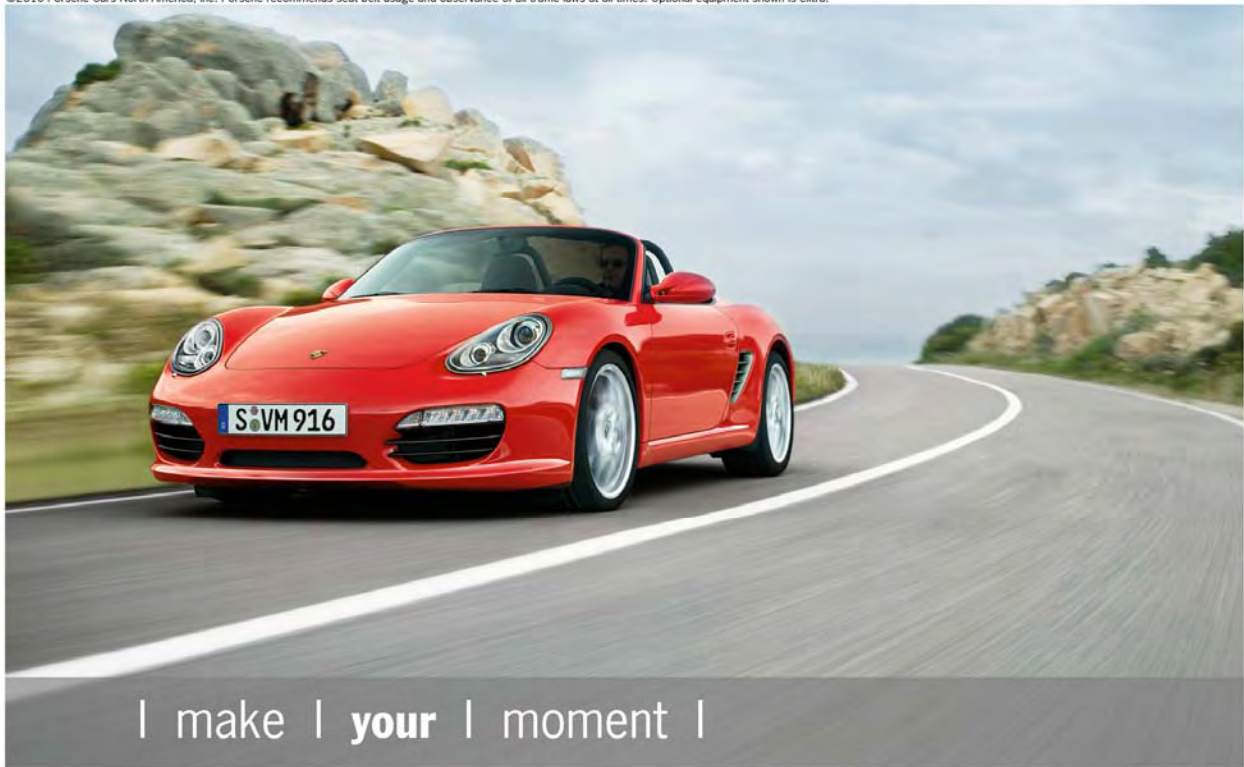


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April Board Minutes

Cynthia Crawford- Secretary

LSR PCA Board of Directors

Date: April 7, 2010

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President

Cynthia Crawford, Secretary

Ken Tubman, Member at Large

Jim Troxel, Club Race Chair

Sylvia Lanz, Concours Chair

Joost Perquin, PDS Chair

Richard Jackson, DE Registrar

Nina Midway, Social Chair

Greg Platt, LSR Store Chair

Jim Heimer, Web Master

Ron Baklarz

Lisa Jackson

Mark Crawford

Anne Retzler

Pam Fitzgerald

Josh Roman

Larry Friedman

Lynn Friedman called the meeting to order at 6:30 p.m. Lynn reported that Porsche of West Houston is holding an Open House on April 8, and that over 100 people have RSVP'd. She reported that the April 3 Coffee & Cars Uptown was a big success with many Club members and Porsche owners present. She recruited new members and encouraged current members to get involved in Club activities and events.

Lynn and Jim Heimer attended the Zone 5 President's meeting in San Antonio, Texas on March 27. The meeting was informative and they enjoyed the opportunity to interact with officers from other regions. Lynn reported on the Porsches & Pirogues dinner cruise on March 13. All who attended had a wonderful time.

William Wong (not present) reported that the membership stands at 1036.

Lea Safley (not present) reported that, due to unforeseen circumstances, the April issue of the PorscheNaut had not been completed on time. Rather than having the April and May issues come out back to back, he recommended combining the April and May issues. The Board approved combining the two issues.

Sylvia Lanz reported that preparations are underway for the Concours to be held in conjunction with the Fun Day charity event benefiting Magnificat House at Westside Tennis & Fitness Club on April 18. Sylvia and Anne Retzler have been working together to coordinate the two aspects of the event. Anne reported that she has received donations of door prizes valued at over \$2000 to be awarded. She has invited other car clubs to participate and will distribute flyers advertising the event at the Porsche of West Houston Open House.

Jim Troxel reported that the Club Race was a major success, due in no small part to the tremendous efforts of all the organizers and volunteers. The Saturday evening dinner and award presentation at Messina Hof Winery was very well attended and enjoyed by all. Jim received many positive comments from those participating in the Race as well as from PCA national regarding the event.

Joost Perquin reported that the April 24 Performance Driving School is full with a wait list. He has a full complement of instructors and volunteers for the event. Pricing for the PDS has been set at \$100 for members, \$150 for non-members, and \$50 for drivers age 16 - 20. The first five drivers age 16-17 who are the children of Club members may participate free of charge.

Jim Heimer reported a 25% increase in visits to the website. There was a discussion about setting up a web based mailbox for email to the board members. Jim also reported that several members had signed up to attend the Porsche Parade in Illinois.

Ron Baklarz reported that there were already 12 members signed up for the Driving Tour of Southwestern Louisiana to be held May 14 - 16.

Nina Midway reported that she is submitting a request to the City of Houston for a Proclamation proclaiming June 28 as Porsche Day. In addition, she will contact Sam Houston Race Park to obtain information in order to plan a possible social event to be held there.

Ken Tubman reported that the May 1-2 DE is almost full.

Greg Platt noted that he would be looking for someone to take over as LSR Store Chair. He thanked Pam Fitzgerald for minding the store during the Club Race.

New business:

Richard Jackson tendered his resignation to the Board as Registrar on March 22, 2010. He thanked everyone for allowing him to serve as Registrar for so many years and looked forward to getting involved in planning for the Club Race next year. Greg Platt was nominated to serve as Registrar. Ken Tubman moved to accept the nomination, Jim Heimer seconded, all were in favor and the motion passed unanimously.

Anne Retzler was nominated to serve as Charity Chair. Sylvia Lanz moved to accept the nomination, Ken Tubman seconded, all were in favor and the motion passed unanimously.

Lynn asked for volunteers for a Bylaws committee to review and recommend revisions to the LSR Bylaws.

Ken Tubman, Greg Platt, Jim Heimer and Cynthia Crawford volunteered.

Lynn mentioned that the Lone Star Region's 50th Anniversary is upcoming in 2011. She will be asking for volunteers for a committee to plan an event to commemorate this milestone anniversary.

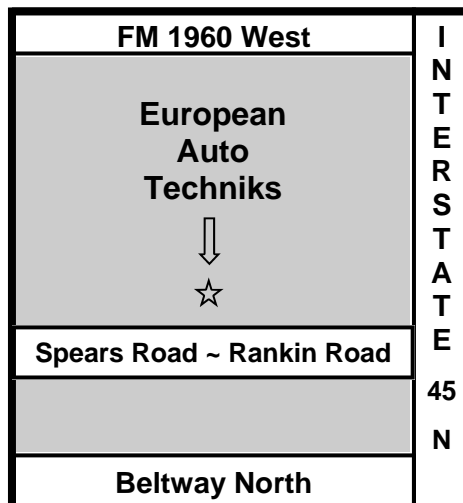
Jim Heimer circulated a draft member survey to be posted on the website regarding members' patronage of Porsche dealers and other sports car dealers and service providers. He requested \$200 be approved to purchase rack cards to be placed at dealers to raise the visibility of the Club. Greg Platt moved to approve the request, Ken Tubman seconded and the motion passed.

Lynn suggested the Club purchase a LSRPCA banner to be displayed at Club events. She requested up to \$150 to purchase a banner. Greg Platt so moved, Sylvia Lanz seconded, and the motion passed.

Greg Platt moved to adjourn. Ken Tubman seconded, all agreed, and the meeting was adjourned at 7:45 p.m.

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Where : Houston Police Academy (near the IAH airport)
When : Saturday June 19th, from 8:00 am to 4:30 pm
Who : For PCA members and non-members (different rates may apply).
More info : lsrpca.com/pds.htm or Joost Perquin: (832) 419-4655 / pds@perquin.net

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“If it’s Porsche, we Service it”

“A Fun Day at Westside Tennis and Fitness Club” Fundraiser for Magnificat House

On April 18, 2010, Lone Star Region PCA members came out for an all day fundraiser for the charity, Magnificat House. The family friendly event was held at the Westside Tennis and Fitness Club, in Houston, Texas. In addition to a Concours and luncheon, participants had full use of the club facilities all day, including tennis clinics, fitness and workout gyms, swimming pools and a special Kid's Zone. Threatening clouds and intermittent showers did not slow down Concours participants, who persevered until the eleventh hour prepping their cars before “Rags Down.” Unfortunately, “Rags Down” became “Head for the Hills” when the skies opened up with torrential downpours. An early lunch filled the bill. Charity Chair Anne Retzler and Concours Chair Sylvia Lanz awarded door prizes that ranged from gift baskets to overnight stays in luxury hotels to Discovery flights in Cessna 172.

Finally the rain let up in the afternoon, and members took advantage of the workout areas, tennis courts or simply relaxed in one of the swimming pools. The event raised over \$7,000 for Magnificat House. Magnificat House offers refuge and hope to destitute by creating homes where people of different mental abilities, social backgrounds, religions and cultures can live together in community. Magnificat House provides a bridge back to the outside world and the confidence to cross it.

A special thank you to our supporters:

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2010 Texas Two-Step

Story: Mike Globe

Photos: Café Photo www.cafe-pics.com

A year later....

Last year's club race was an experience of a lifetime for me. It was my first race, and with a lot of help from my friends, I had a better showing than I ever imagined. I earned the Top Rookie award, and I left the track realizing that I really was an accomplished enough driver to be a racer. Heck, I WAS a racer. It was hard to believe.

After the March Club race, I turned my attention to the next PCA race at Eagle's Canyon Raceway in May. At the practice day on the Friday before the race, I was turning laps at speeds similar to the fastest of the Boxster Spec guys. While not really all THAT fast for my car (a 996 Spec Racer), at least I was getting around the track reasonably well. Saturday, when qualifying came, I was only .2 seconds off the fastest SpecBox car. I was feeling good. We lined up for the start of the practice race, went through the first four turns, and then at turn-in for turn 5, disaster struck. Spooked by being offline, running at a pretty good clip, and with a car inside of me, the back end of my car broke loose. I spun off the course, went "two-feet-in" (clutch and brake pedals depressed) too late, and slid along the embankment to the left of the track. Suddenly, my car found some grip, and shot back on the track... just in time to smack Chris Amond squarely in the driver's door. Both of our cars were a mess.

In PCA racing, we use a 13/13 rule. If you make contact with another car and it is deemed your fault, you are on probation for 13 months. Another accident during that probation period, and you are banned for 13 months. Since I was at fault in the accident, I had earned a 13. I was on probation. Not good. Not good at all.

Fortunately, both Chris and I have cages built by Todd Opperman of Topp Racing. Chris and I walked away from the wreck unscathed (except for my ego and my wallet). Both cars were repairable. In fact Porsche's (and Todd's cages) are so well built, that my alignment was still correct after a 40+ MPH t-bone accident. Todd put my car back together, and a month later, it was back on the track, better than new.

Looking back on the accident, I realize that the mistake that I made was to focus on being fast rather than work on dealing with driving the track off-line. In races, you are likely to end up having to drive in places on the track that are exactly where you do not want to be. You need to be prepared to deal with that, and I wasn't.

Fast forward to March of 2010. Since my first club race, I had been honored with becoming a PCA instructor. As a result of instructing for the PCA and other organizations, I had gotten a LOT of track time. I had also learned a lot as

the result of becoming a teacher. I knew I was ready for my first race since the wreck, but I was still worried since I had to make certain I didn't have any racing incidents. I would have to drive conservatively.

Saturday morning the sky turned dark, and the rain came. It rained buckets for a while, and it was still coming down when qualification started. I actually viewed this as good news. I was confident in my ability to run in the rain, and I qualified in sixth position. As the first sprint race started, the rain was letting up, but the track was still very wet. Being careful, I let several cars by me, made it through the first six turns without problem, and got into a driving groove. And I was going pretty darn well. Being on a 13, I wasn't going to take any chances, so I just drove within myself, and watched and waited while the cars that had passed me at the start, slid off the track one by one. When the mud settled, I had finished in fifth place overall. Three of the four cars that finished in front of me were Cup Cars. The only non-Cup to beat me was driven by Paul Norwood, one of our instructors, and a VERY talented driver. It was an amazing result, and when I came in from the track they held up a sign that said "go to scales". This means that the race stewards want to weigh your car to make sure you are not cheating by running a car that is too light. I'm not sure I've ever seen anything sweeter than that, and the stewards were I think a bit surprised to find out that my car was almost 250lbs heavier than the minimum for my class.

As a result of the race in the rain, I had earned my new nickname "Rain Man". Of course I'm not sure if my friends are honoring my skills for driving in the rain, or comparing me to the Dustin Hoffman character. I'll go with the former I guess.

The next two sprints were on a dry track, and the faster cars were able to take advantage of the grip, pushing me back further in the pack. In the third race, the back end of my car broke loose in turn 10. I caught it, but over-corrected, and the back end swung the other direction. I thought for a second about catching it again, but realized that with cars behind me, I could end up in trouble, so I just drove off the track into the dirt. I waited for several cars to pass me, got back on track, and finished the race. It was a good decision made in a split second, and possibly the best thing I did all weekend, including my 5th place finish. I had completed my races cleanly, and my 13 was about to be cleared.



Before last year's race, my personal best lap time was a paltry 2:03. OK, but hardly fast. At that race I beat that time by 2 seconds. This year I came in to the race running 1:59 laps, but in qualifying and in the races, I turned 1:57 lap times. I've improved by six seconds in one year. Six seconds is a LOT of time in racing. I put in a lot of practice, and had some private coaching from Dave Scott, but first and foremost, my driving is a product of LSRPCA's DE program. Our program is that good.

For those of you who have never driven your Porsche on a race track, there is no better way to learn how to drive your car than to come out to a PCA event at Texas World Speedway. If you're curious, drive out some weekend when we are running, do some parade laps over lunch, and have a look at the program. Once you do, I suspect we'll see you at the next event with helmet in hand, ready to learn. You will have a great time, and meet some of the best folks you could ever hope to get to know. And for all of the regulars at our events whether you have ambitions to race or not, you're in a great program. Take a look at the race results, and you'll see guys like myself, Paul Norwood, Ken Tubman, Richard Jackson, Claus Neilsen, Bob Myers,... all of whom are products of our driving school. You never know, racing might be a reality for you too some day.

Rain Man



Treasurer's Report

Tim Westby - Treasurer

For April:

Checking:

4/01/10 opening balance: 38,168.48
credits: 45,281.42
debits: (27,178.29)
4/30/10 closing balance: 56,271.61

Money Market:

4/01/10 opening balance: 27,182.30
credits: 3.35
debits: -
4/30/10 closing balance: 27,185.65*

Revenues (excluding interest) totaled \$45,281.42 and consisted of \$31,000.00 for DE; \$5,000.00 for CR; \$766.42 Social; \$8,130.00 for PorscheNaut ad revenues; and \$385.00 for PCA National charitable event subsidy.

Expenses totaled \$27,178.29 and consisted of: \$20,599.72 CR/DE (\$1,445.00 corner work, \$278.96 miscellaneous expenses, \$16,879.33 CR chair expenses, \$247.78 CR tour, \$600 DE insurance, and \$1,148.65 DE equipment); \$108.25 AX/PDS; \$5,575.73 PorscheNaut printing and mailout; and \$894.59 website.

*excludes six CDs purchased for \$25k/ea, current value approximately \$163,955.79. Our current checking account balance is 37,831.49. I have outstanding checks totaling 2,120.30. Our effective balance is therefore \$35,711.19.



Richard Jackson, (front, left) was honored for his commitment and service as LSR DE Registrar at the May DE Saturday evening dinner event. Thank you Richard, you did an outstanding job!
Photo courtesy of: Cafe Photo (www.cafe-pics.com)

CASARI'S

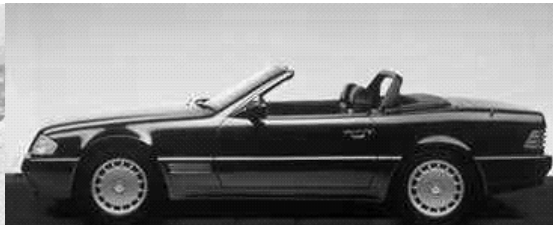
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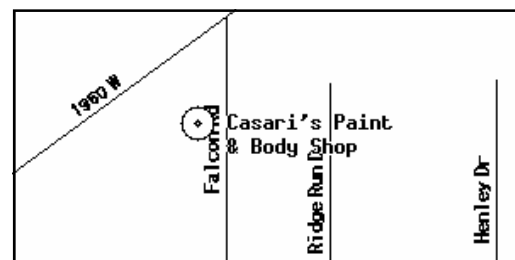
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Mother's Day in Paradise!

Jodi and John Fabry, Burnell Curtis, John Hirasaki, Linda and Leo Langston, and Lynn and Larry Friedman celebrated Mother's Day at Paradise Coffee in Clear Lake at the monthly PCar GTG South. The GTG South now meets on the second Sunday of the month.

Those with a keen eye will notice, the focus wasn't necessarily the coffee, but the cars. How do I know? Not a single coffee cup in sight!



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Porsche Motorsport News



Flying Lizards Porsche 911 GT3 RSR .. Photo courtesy of Porsche Cars North America Inc.

Long, Bergmeister, Lizards Triumph in Six-Hour Squeaker at Laguna in Porsche 911 GT3 RSR; Muscle Milk Porsche RS Spyder Second Overall

Monterey, Calif. - May 23 - Four Ferraris, two Corvettes, two BMWs and two Porsches, all running within ten seconds of each other during much of the six-hour American Le Mans Series Monterey race at Mazda Raceway Laguna Seca yesterday, continue to provide fans at the track and a national TV audience the finest sports car racing ever seen in North America.

With nine minutes and 20 seconds left in the endurance event, Patrick Long (USA), driving the Flying Lizard Motorsports Porsche 911 GT3 RSR, overtook the factory BMW on the re-start after a late yellow flag to score a three-tenths of a second GT class win - the team's second-straight victory.

Long, and co-driver and fellow Porsche factory pilot Joerg Bergmeister (Germany), overcame an eighth-place grid position after a troublesome qualifying session to gain the season points advantage over their rivals. The pair won five races in a row last year en route to the GT class championship.

Referring to his battles with first the Ferraris, then the Corvettes, and finally the BMWs in the closing 60 minutes of the race, the usually calm and articulate Long was almost speechless.

"I can't even describe the last hour of this race. I was on everyone's bumper, and they were on mine. We were fast enough to compete, but would have not been fast enough to win if the Flying Lizard crew didn't put us in that position by minimizing our time in the pits and calling perfect strategy. The Porsche 911 GT3 RSR was perfect, and Joerg and I kept the mistakes to a minimum. I've never been in a race that was a pressure-cooker from green flag to checkered flag like this one," said Long.

"We had back luck earlier in the week, including my mistake on a potential fast lap in qualifying, but we fought from an eighth-place start to the win over the best GT field I have ever seen. Our crew picked up time on the field for us on every pit stop, and our strategy was perfect. And Patrick had the best re-start ever to gain the lead and bring it home."

With 10 yellow flags for various incidents during the race, the green flag re-starts played a critical role in teams' fi-

nal finishing positions as efficient pit stops did. Long pointed out that when the green flag drops for the first car, it's time to race for everyone - you don't have to wait until your car gets to the starter stand.

"On that final re-start, Joey (Hand, the BMW driver) left a bit of a door open for me, and I took it three-wide through the last corner," Long said. "Then it was all about running away because I knew Joey wouldn't be happy. We came from eighth on the starting grid and worked our way through a very competitive field," Long said.

The final standings in GT showed Porsche, BMW, Corvette, Ferrari, Corvette, Porsche, BMW and Ferrari - in that order. Porsche now leads the manufacturers' championship points with 65, while Ferrari has 55 and BMW 50. In the drivers' points chase, Bergmeister/Long enjoy a ten-point lead over the Ferrari drivers Melo/Bruni, while BMW drivers Mueller/Hand are third.

Seventh in GT was the Team Falken Tire Porsche 911 G3 RSR of Wolf Henzler (Germany) and Bryan Sellers (USA). The team had been fighting the set-up for the twisty 2.238 Laguna Seca track ever since the car came off the truck, and, according to Henzler, despite the team's hard work, they never really found that sweet spot during the six-hour event.

"We just could get the car balanced to turn competitive times to keep up with the others," he said.

Henzler had jumped into the lead at the start of both previous races.

The other Porsche in the GT field, the Flying Lizard Motorsports entry with Seth Neiman/Darren Law/Timo Bernhard was forced into the pits twice during the event to fix damage from on-track incidents, and finished 11th in class.

While this exciting battle was raging in the GT class, a smaller, but just as intriguing competition was taking place for the overall race win. The Muscle Milk Porsche RS Spyder, with Klaus Graf/Sascha Maassen/Memo Gidley aboard, led the race overall at several junctions, and looked like they would compete for the overall win when bad luck struck.

Memo Gidley, the last-minute substitution of car owner Greg Pickett, spun the car during his first lap out in the middle of the race, going through the gravel trap. A small piece of gravel had lodged itself behind the shift paddle, causing the car to stay stuck in gear. Once the American was towed back to pit lane, the crew immediately assessed the problem, but had unfortunately fallen seven laps down to the leaders, and to 18th place overall.

But Maassen and Graf peddled hard through the field, aided by attrition at the top of the standings, and earned a second place finish overall.

"It 'ain't' over until it's over! That's what they say. I think these kinds of races are the sweetest, when there is a little bit of a setback and you have to recover. Fun is not a straight line and we were up and down and in the end to finish second is, I think, a great achievement," said Maassen, who won the first race ever for the RS Spyder at Laguna Seca in 2005.

In the ALMS GT Challenge class for matched Porsche 911 GT3 Cup cars, Black Swan Racing, in only their second race with their new 2010 race car, went flag-to-flag with Tim Pappas, and Dutch brothers Jeroen and Sebastian Bleekemolen to score an impressive win over some serious competition,

"We had a great start in Long Beach but some things went wrong; today it went really right," said Jeroen Bleekemolen, the reigning world Porsche Supercup champion, who won the class pole and set the class' fastest race lap. "It's great to get the win and hopefully move up in the championship."

Team owner Pappas couldn't imagine much of a better start to the season.

"This is pretty cool. We came out for Long Beach without much preparation," he said. "We had a difficult, frustrating race. We went home and worked hard and practiced. All the guys at Black Swan are great. The Bleekemolen brothers come over from Holland and it was a great race. We didn't put a tire off and made zero mistakes in the pits so that turned out to a race win."

The Black Swan Porsche led all six hours and ended up a lap ahead of TRG's Porsche of Andy Lally, Rene Villeneuve and Henri Richard. The class points leaders, the Car Amigo/Mission Foods Porsche of Butch Leitzinger/Juan Gonzales/Rudy Junco, Jr. finished third.

The American Le Mans Series takes its tradition mid-season break for team who participate in the 24 Hours of Le Mans (June 12 - 13), and returns on July 11 to Miller Motorsports Park in Salt Lake City for round #4.

#####



Membership: April

William Wong - Membership

Lone Star Region welcomes our newest members!

New members as of 05/01/10 for the month of April 2010

Transfer-in

Ricardo A. & Jane Barnes	2010	Cayman S
Jane & Glenn Barnett	2007	911 C4
Stefano P. & Brigett Bertamini	2007	911 GT3
A. R. Brenholts	2008	Cayenne
Carl G. Fehres	1976	911
John M Freud	2010	Boxster
David L. & Michel Froneberger	2004	Boxster S
James R. & Joanne Gandy	2003	911
John Harcrow & Joel Bouldin	2007	Cayman S
Homer Hsu & Jenny Chen	2006	Cayman S
Paul E. & Dorothy Kobza	2006	Cayman
Leo J. & Bryan Langston	1987	911
Michael S. Lindstrom	1978	911
Lee Nunley	1987	944S
Robert L. & Cynthia Saunders	2007	911
Jan W. & Juka Smits	2006	911S
Timothy T. & Sarah Stephens	2010	911 C4S
Kenn Stolte & Pam Vindett	2006	Boxster
Greg B. Wells	2001	Boxster

John Ballentine	1996	911
Jeremy B. Lundevall	1997	Boxster
Glenn & Donna Milton	1984	911
John W. & Shellarae Smith	2003	Boxster



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Open Track Day Events

MAR 26	JUNE 11	SEPT 17
APRIL 2	JUNE 25	OCT 15
APRIL 30	JULY 16	OCT 22
MAY 7	JULY 23	NOV 12
MAY 14	AUG 27	NOV 26
JUNE 4	SEPT 10	DEC 3

-Open to Blue Solo & Advanced Drivers
-4 Hours of Open Track
-See website for more details

\$125 for Open Track Day Events
(includes garages)

Test & Tune Events

MAR 4 - Open to SCCA Drivers
MAR 18 - PCA Drivers/Blue Solo & Advanced
APRIL 23 - NASA Drivers/Yellow & Adv.
MAY 21 - NARRA Drivers/Blue Solo & Advanced
MAY 28 - Open to SCCA Drivers
JULY 30 - NASA Drivers/Yellow & Adv.
SEPT 24 - NARRA Drivers/Blue Solo & Advanced
NOV 19 - Open to SCCA Drivers

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Feb10

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Nov09



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